

# STEPPED ON MATCH; MORTALLY BURNED.



Mrs. Sylvester J. O'Sullivan.

Mrs. S.T. O'Sullivan, Who Stepped on Match and Was Fatally Burned.

## Mrs. O'Sullivan's Muslin Dress Caught and Blazed Like Oil. IN A DRY GOODS STORE

An extraordinary accident resulted yesterday in the mortal injury of Mrs. Sylvester J. O'Sullivan at Plainfield, N. J. While shopping in the dry goods store of Crosby & Hill she stepped upon a friction match. Instantly the blaze flew to her gown, and before aid could reach her she was aflame from head to heels.

Mrs. O'Sullivan is the wife of the vice-president of the United States Fidelity and Casualty Company. Her town house is at No. 6 East Forty-seventh street, adjoining the wreck of the Windsor Hotel.

Strangely enough, it was this fire that by chance of circumstances led to her injury. For had the Windsor not burned to the ground Mrs. O'Sullivan would not have gone to Plainfield.

Mrs. O'Sullivan was shocked by the Windsor tragedy. Her house, adjoining the hotel in Forty-seventh street, stood within the fire zone and itself was partially wrecked. The scene of that day, victims plunging to death, the turmoil and excitement, all added to the strain upon her nerves.

After leaving the half-wrecked home in Forty-seventh street, she was taken to No. 127 Madison avenue. There it was hoped that quiet and the change would restore her health, but apparently there was little improvement.

To Plainfield for Health. A few weeks ago Mrs. O'Sullivan's physician ordered her to the country. Plainfield was selected, and Mr. O'Sullivan engaged apartments at the Hotel Hunterton. Here it was expected that the quiet and the invigorating air would soon restore her, and, as a fact, she certainly was bettered by it.

Yesterday morning Mrs. O'Sullivan drove into Plainfield. With her was Mrs. F. W. Coleman, wife of Major Coleman, proprietor of the Hunterton. After making a call Mrs. O'Sullivan drove to the dry goods store, and, with Mrs. Coleman, alighted. Mrs. O'Sullivan was dressed in a light muslin gown. Its skirt was edged with a soft and voluminous flounce, and, in addition, her petticoat was heavily trimmed with soft and delicate laces. Lifting the skirt so that the flounces were free of the edge of the flounce, and beneath it a sudden ray of flame streaked out.

"Fire!" screamed the clerk, rushing to the street. Mrs. O'Sullivan for an instant gazed after him. Then, with a faint cry, she looked down at her gown. As she bent her head the flame seemed to scorch up the side of her gown, searching throughout the flimsy fabric with incredible swiftness. "Oh! oh!" she screamed, "I am on fire!" The words still moved her lips when she screamed again—this time in agony. The flames, eating through the texture of the gown, had seared her flesh. Paralyzed with fright, Mrs. Coleman stood helpless to aid her friend, and then Mrs. O'Sullivan began to run.

Up and down the narrow aisle she ran, screaming after screams betraying her pain. Outside still stood the clerk yelling "Fire!" while within the others watched, pale-faced with excitement beyond the power of lending help.

She fled again to the door Mrs. O'Sullivan turned. She fled again to the door Mrs. O'Sullivan turned. She fled again to the door Mrs. O'Sullivan turned. She fled again to the door Mrs. O'Sullivan turned.

Again she turned, dashing back toward the door, her screams ringing throughout the building. On the second floor was Manager William Carson. He heard the cry of agony, flew down the stairs, and at the head of the shop saw Mrs. O'Sullivan wrapped around with fire and vainly beating at her gown with ungloved hands.

Mr. Carson rushed to her aid. As he ran he stripped himself of his coat and with it outstretched pursued Mrs. O'Sullivan. He fought the fire, and Elizabeth O'Keefe, a saleswoman, coming to his aid, dragged away piecemeal the charred and smoking gown.

The flames were subdued. Mrs. O'Sullivan, mangled with pain, was half dead, half carried to the manager's office, and an ambulance summoned from the Mul-lenburgh Hospital. Before it arrived Dr. Prohaska entered the store, and strove to alleviate her suffering. She was shockingly burned. Save for her face and part of her left arm, the fire had not spared her, and the eye of the physician noted at once that she could not live.

Mrs. O'Sullivan was put in the ambulance and hurried to the hospital. Mrs. Coleman, frantic with grief, was taken home. Mrs. O'Sullivan was wired to, and left on an train. At first, it was not expected that his wife would live till he arrived, but her vitality proved strong.

"There is no hope that she can be saved," said the hospital superintendent. "She is woefully injured."

Mrs. O'Sullivan is young and attractive. She has no relatives living. Mr. Carson, while severely burned about the hands and neck, was still able to resume his duties.

## PREVIOUS BRIDGE JUMPERS.

- Robert E. Odium, May 10, 1885; killed.
- G. Fleisher, May 25, 1885; killed.
- Steve Brodie, doubtful, July 23, 1886; unhurt.
- Larry Donovan, December 23, 1886; unhurt.
- Max Koch, July 18, 1888; unhurt.
- E. C. Baldwin, December 30, 1889; killed.
- Patrick Carroll, April 23, 1891; killed.
- Francis McCarty, November 23, 1891; killed.
- Joseph Burns, November 30, 1892; unhurt.
- E. C. Dreyfus, June, 1892; unhurt.
- Daniel McLaughlin, December 8, 1892; unhurt.
- John Mulremin, June 18, 1893; killed.
- John Haggerty, June 19, 1893; unhurt.
- Dennis McCarthy, July 4, 1893; unhurt.
- Harry Melner, November 27, 1894; unhurt.
- David Brown, August 24, 1894; killed.
- James Duffy, April 13, 1895; killed.
- "Toronto Kid" Duffy, May 16, 1895; unhurt.
- Patrick Sullivan, July 14, 1896; unhurt.
- William C. Keeble, July 5, 1897; killed.
- Samuel Pink, June 26, 1897; killed.
- William Orion, September 8, 1897; unhurt.
- Demetri Zekola, April 17, 1898; killed.
- Howard Kretz, May 28, 1899; unhurt.

# ONCE JUMPING THEORY KILLED HIM

Naegle Tried to Steer  
Himself Into East River  
with His Head.

FOR WEALTH AND FAME.

His Friend Myers Helped Him  
Prepare on Brooklyn  
Bridge.

DROPPED FEET FOREMOST.

But the Theory Failed to Work and  
He Struck the Water  
Horizontally.

Otto Naegle, who, during his career in this country had been an artist, butcher, storekeeper, steward, sailor, watchmaker and professional gambler, jumped to his death from the center of the Brooklyn Bridge at 5:30 o'clock yesterday morning. The jump was not made with suicidal intent, according to Gustav Myers, his friend. Naegle's object was to secure the fame, glory and wealth which are erroneously supposed to come to bridge jumpers, and, as he told his friends, he desired to test a theory of his own as to the way in which a jump from any height could be made into water in perfect safety.

Naegle was also known as Frederick Lang, and as such he lived for several weeks in the cheap lodging house at No. 337 Newark street, Hoboken. Gustav Myers also lives in Hoboken, and to him Naegle confided his plans to jump from the Bridge.

According to Myers, Naegle's theory as to the way a safe jump could be made was that, while falling through the air, the perpendicular position of the body could be easily maintained by movements of the head. In a general way using it as the rudder of a ship is used in water. He had lost his last penny in gambling and he believed that he could make a large amount of money traveling around the world giving exhibitions of his skill in safe bridge jumping. After he made up his mind to jump from the bridge, he joined the Salvation Army in Hoboken.

He Was Superstitious. Naegle declared to his friends, so Myers said last night, that he would make the jump on Thursday morning last, and on that day he paced the bridge from daylight until 1 o'clock in the afternoon when he decided to postpone the attempt until the following morning. This was Friday, and he reached the bridge at 2 o'clock in the morning with a friend. He was going to jump at sunrise, but put it off until 11 o'clock. Then he recalled that it was the anniversary of his father's death, he had seen a funeral cross the bridge with thirteen carriages, had observed thirteen sparrows sitting on an electric cable, and with a sailor's superstition looked on these things as an evil omen, and put off the jump until Saturday morning.

He reached the center of the Bridge yesterday at 2 o'clock in the morning with his friend and discussed his plans for the future. Shortly after 5 o'clock Naegle took his last walk on the bridge, and observed thirteen sparrows sitting on an electric cable, and with a sailor's superstition looked on these things as an evil omen, and put off the jump until Saturday morning.

Naegle calmly untied his shoes, fastened the bottom of his trousers with twine, took off and carefully folded his coat and laid it on the south rail of the promenade, put his hat on top of it, took a tape line from his pocket and began measuring the bridge rail. This was to give the appearance of being a workman, and it did deceive the few people who passed on the foot-path.

When a tug came toward the Bridge and a ferry boat left the shore on the Brooklyn side, Naegle walked on a narrow plank from the promenade across the cable track and leaped over a second cable, lowered himself between the ties on the south cable track, just east of the center mark, went down hand over hand to the bottom of the trestlework beam, hung for about five seconds and let go.

Like the Report of a Cannon. According to Myers, Naegle's body remained perpendicular about half of the 130 feet to the water. Then, in spite of his apparent efforts to keep straight, the body inclined forward, and when it struck it was face downward in a horizontal position. The impact was so violent that it made a report like a small cannon. The body was under second cable, and it reached the surface face upward in a wave of blood. The body looked as if it had been split open from the head downward. Death must have been instantaneous. The body turned over and was carried rapidly down stream. One of the Fulton street men who saw the jump, reported the occurrence to the Bridge police, and Policeman Digney ran from the Brooklyn tower. Naegle's body had then disappeared. A policeman searched the coat and hat for something which might lead to the man's identification, but there was nothing found. Naegle was thirty-five years old. His wife lives at No. 1489 Amsterdam avenue, with her ten-year-old daughter Augusta. She is a young girl, and has not been seen from her husband since January 2 last. She heard from him last week through Captain Magie Fox, the Salvation Army man, who called upon her to intercede for Naegle, who, she said, had become converted and wished to return to his family.

Always a Black Sheep. Naegle came from a good family in Augsburg, Bavaria, but from his youth he was a black sheep. He was driven by his mis-conduct from Heidelberg, and his father was compelled to send him to this country twenty years ago. The man was a rover, a dreamer, a gambler, but he was not a bad man. He was a big, strong, kind-hearted being, and his wife took him back after each of eleven desertions in seventeen years of married life. The man was a black sheep, as was a steward on a White Star steamship. At the time of his death there was a warrant out for his arrest, sworn to by his wife.

Naegle was an expert swimmer and had a newspaper clipping which stated that in Australia he had won in fast time, a twenty-five-mile race. He had also won a prize which told of a man of the name of Lang having made jumps or dives from bridges in different parts of the world. Naegle said that more people knew him as Lang than by his right name. He was familiar with the records of all the men who had succeeded or failed in the feat of jumping from the Brooklyn Bridge, and in talking with his friends often told why, in his judgment, each one had succeeded or failed.

No one who knew Naegle, Myers says, will say that he ever showed any symptoms of mental aberration. He was so strong that he fully believed that he could do anything any person ever did in a physical contest, and all agree that it was this confidence in himself which led him to death. It was Naegle's hope, expressed to Myers, his only intimate friend of late years, that he would be able to make money out of the bridge jumping. He said that if successful he would give everything he made to his wife, would stick to the pledges he had made in the meetings of the Salvation Army not to drink or gamble again and would endeavor to lead an honest and respectable life.

Inspector Thomas Flannery Dead. Thomas Flannery, an inspector in the Department of Highways, died Friday at the home of his wife in One Hundred and Seventeenth street. He was fifty years old, and a member of the Dolando and other political clubs.

# ON PRESIDENT ROSSITER'S TEMPER DEPENDS THE BIG TROLLEY STRIKE.

Trolley President Rossiter  
Refuses to Confer with  
Com. Webster.

WILL MEET HIS MEN.

On a Conference on Monday  
Depends the Peace of  
Greater New York.

MAY YET AVOID A RUPTURE.

Master Workman Parsons Says He  
Will Exhaust Every Effort to  
Secure Harmony.

THE trouble between the Brooklyn Rapid Transit Company and its employees has reached a point where the exercise of tact and forbearance or the omission of these two qualities in the negotiations will determine whether Brooklyn will be "tied up" or not.

The situation is graver apparently than that which precipitated the strike of 1895, when the city across the Bridge became an armed camp and the streets echoed with musketry fire, the tramp of charging soldiers and the crash of wrecked cars.

President Rossiter yesterday declined to discuss the differences with Arbitration Commissioner Webster, who had been delegated by the dissatisfied employees to represent them at the conference.

He did, however, agree to meet a committee of the men on Monday, and on that day and at that meeting the strike will be precipitated or averted.

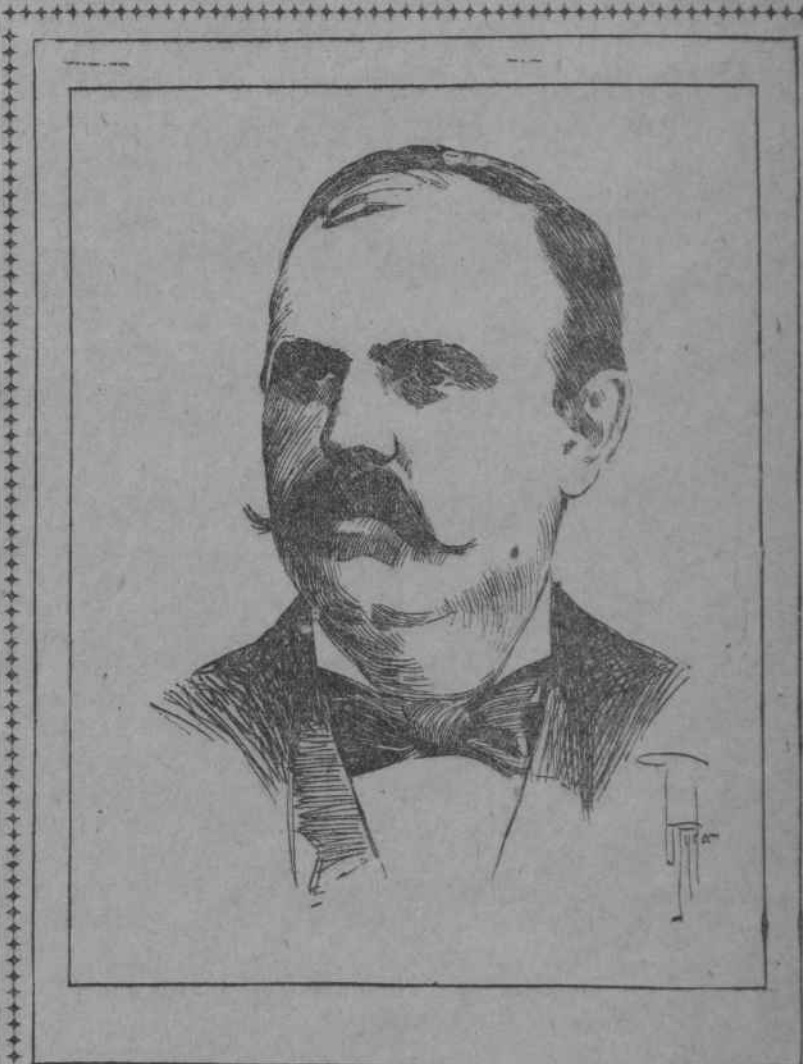
The grave likelihood that the organized street railway employees of the Metropolitan system will support their brothers of Brook-



Arbitration Commissioner Webster.



Master Workman James Pines.



General Master Workman John N. Parsons.

lyn makes the situation even more serious. In the event of the city company persisting in its refusal to consider the plan of the men it is quite possible that some day a few weeks hence will find the street roads of the whole Greater New York tied up. The reported consolidation of all the roads into a giant syndicate makes this all the more probable.

The persistence of the rumor that there is a Wall Street explanation for the trouble is an added fog in the flame. The men are exasperated and indignant at this story and its repetition makes it more likely that they will strike to prove the lack of truth in it.

Of course, great efforts are being put forth to avert the deplorable paralysis of the city, which a general strike would mean. Prominent men, merchants and others are interesting themselves to restore peace.

Hopes of Peace. It is not by any means sure that the bitter alternative to agreement will come to pass. Indeed, the chances are more favorable to the prevalence of harmony, and the hopes of three million people make to this end, but the danger is serious.

Master Workman Parsons, the chosen leader of the men, is a man of the highest principles for which the men are contending before resorting to the final, desperate measure, and on this and on the effect of the lesson taught by the clash of four years ago the hopes of the community for a peaceful solution rest.

The crisis will not come for two or three weeks, Mr. Parsons says, which gives added hope that the trouble will be arranged without a strike.

All action on the contemplated strike among the conductors and motormen employed on the Brooklyn Rapid Transit system is being held in abeyance until Friday night, when the men are expected to enter into yesterday between President Rossiter and State Arbitration Commissioner W. H. H. Webster, who was vested with authority at Friday night's meeting of the railroad employees, to represent them in the company's office, a committee of the longest employed men on the road will meet President Rossiter and lay their grievances before him.

The Men's Demands. The men will demand the strict enforcement of the Ten-Hour law. They will contend that, inasmuch as the time schedules on which the cars are run show on their face that no single run exceeds ten hours, it does not follow that these so-called ten-

hour runs are done in that time. The men will advance the argument that the schedules as made up by the company are impossible schedules—that they cannot be "run off" in the prescribed time, owing to the heavy traffic, unavoidable delays caused by breakdowns and street blockades and the order which makes it imperative on motormen to keep their cars standing at terminals from three to fifteen minutes. These delays at terminals and on the "stands" are not taken into consideration in the making up of the schedule.

The frequent delays cannot be made up by rushing a car through, and, as a consequence, the men are forced to work overtime in order to complete the necessary number of runs demanded by the schedule. For this overtime they receive extra money. For this overtime they want to be paid.

Furthermore, the men are dissatisfied with the twenty cents an hour rate. They want 25¢ cents an hour for every hour they work overtime included. This demand may be made also on the company on Monday, although it was said at Friday night's meeting that the men would be satisfied to work at the present rate if paid at the same rate for the overtime which "impossible" schedules impose upon them.

Work Must Be Paid For. The information comes from the men themselves that they must either be paid at the rate of 25¢ cents an hour for ten hours or 20 cents an hour for every hour they are required to work under the present schedule.

The refusal of the company to comply with either of these demands, the men say, will result in a strike.

The Commissioner Replied. Commissioner Webster, accompanied by his secretary, Thomas A. Brandt, called on President Rossiter yesterday by virtue of the power invested in him by the men at their meeting Friday night.

General Master Workman Parsons had informed the newspaper men on Friday night that Mr. Webster was delegated to present the grievances of the men to President Rossiter, and to endeavor, in his capacity as a duly accredited agent of the men and member of the State Board of Arbitration, to adjust the troubles complained of by the railroad employees. Mr. Webster was not accorded the audience he expected. When he sent in his card, President Rossiter came to the door of his private office, saying, in effect, this:

"Mr. Webster, I have anticipated the ob-

## SUFFERING AND LOSS BY STRIKE.

The strike of 1895 threw 5,500 street railroad employees out of work. A strike in 1896 will involve more than ten thousand men.

The stoppage of street passenger traffic paralyzed every branch of industry. The Brooklyn theatres alone lost \$4,000 a night. The department stores were practically deserted. It was estimated that the total business loss of the period was not less than \$1,000,000 per day. Numerous small dealers were forced into bankruptcy by the strike. Multiply these figures and this distress by three and you will have a conservative estimate of the commercial injury that will be caused by a strike to-day.

For every man thrown out of employment five people suffer hardship, say the statisticians.

ject of your mission, but I cannot talk to you at this time. You can appreciate my position. If a committee of our employees wish to call upon me, I will see them and hear what they have to say. They are perfectly at liberty to do this, and, furthermore, I shall be very glad to see them."

Mr. Webster endeavored to say something. There were a number of visitors in the office, and President Rossiter was apparently very busy. "I cannot say more or go into this matter further at this time," said President Rossiter, hurriedly walking toward his desk.

Mr. Webster followed him across the office.

"Well," said he, "will you meet a committee of the employees in person on Monday?"

"Yes, I will be glad to do so," replied the street railroad president.

That ended the interview.

"Well, we have accomplished this much," Mr. Webster said later. "President Rossiter has consented to meet the men in person. I cannot foretell what the result of that meeting will be."

Mr. Parsons' Statement. General Master Workman Parsons gave out this dictated statement yesterday:

"The committee appointed last night to wait upon President Rossiter will present the complaints of the men, which will call for an entire change of the time tables now in operation on all the lines, so as to have them conform to the ten-hour workday provided by law.

"Commissioner Webster, of the State Board of Arbitration, will await the action of the committee in presenting the grievances, and then call on President Rossiter with power to represent the men and endeavor to amicably settle the points in dispute.

"By this means it is hoped that a resort to a strike will be avoided. Arrangements were perfected last night for reporting the result of the committee's work to the men, and upon the nature of that report will depend the necessity for holding a general meeting.

## The Cost of a Trolley Car Strike.

The strike of 1895 cost the trolley companies involved \$20,000 a day and the duration of it was one month.

A strike to-day involving the combined roads would entail a loss of at least \$50,000 per day on the trolley companies.

Manhattan interests will be treated in the same manner.

"The committees appointed to represent the grievances of the men with the trolley companies in both Manhattan and Brooklyn will be from their own employees, and no attempt will be made in any way seek recognition for the organization, either locally or as a general body."

If the organized men employed on the Brooklyn Rapid Transit system go on strike they will receive the support of organized railroad men employed on all of the systems in this city. This support may either take the form of financial help or a general strike.

The men in both cities are well organized.

Regarding this phase of the situation General Master Workman Parsons said yesterday: "I shall be obliged to the press if it will announce for me that no strike will be ordered or permitted on any of the street railways in New York City until every other means of obtaining what the men ask has been exhausted."

"I also wish to announce to the public that if a strike becomes necessary due notice will be given through the newspapers several days in advance."

"We wish to inflict no loss that can be avoided on any one and we will give every business man time to make what preparations he can for the conditions entailed by a strike."

Appreciating the seriousness of the trouble now brewing between the men and the company, a committee of influential business men, whose names are withheld for the present, have consented to intervene and present the case of the employees to the officers of the railroad companies. The names of these gentlemen will be given at a session of General Master Workman Parsons.



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